

City of San Diego
M E M O R A N D U M

DATE: October 1, 2002

TO: Public Safety & Neighborhood Services Committee

FROM: Parking Meter District Parking & Mobility Task Force

RE: Task Force - Progress Report

The following is a status of the recommendations made by this Task Force to the PS&NS Committee on October 10, 2001. This status report incorporates the information provided in a memo dated January 28, 2002 from George I. Loveland, Senior Deputy City Manager addressing the Task Force recommendations.

- A year end audit of the meter revenue should be instituted to ensure that PMD's receive the appropriate allocation (45%) per council policy. Similar to the year end audit and adjustments that occur regarding business license fees.

Status:

Through FY '02, Parking Meter District revenue was determined by taking 45% of the projected Parking Meter revenues collected in the nine (9) collection routes throughout the City. The lease payment for the electronic parking meters was taken "off the top" of the 45% amount, when applicable, as well as the 5% City administration costs. The remaining revenue was allocated based upon the number of parking meters within each parking meter district in relation to the total number of parking meters within the City. (The actual number of meters was determined by an audit in 1996). The meter numbers and percentages used were as follows:

Total meters	5,262	
Downtown.....	3,408	64.77%
Uptown.....	1,542	26.33%
Mid-City.....	312	9%
(Sub-divided between three communities based on MOU)		
El Cajon Blvd.....	243	73%
University Heights.....	54	22%
Golden Hill.....	15	5%

With the installation of the electronic parking meters, the Parking Management Division has established a tracking system for the parking meters, assigning each parking meter a unique number. The first digit of the parking meter number indicates whether it is in the Downtown

Parking Meter District (first digit - 2), the Uptown Parking Meter District (first digit - 3) or elsewhere in the city (first digit - 4). Parking Meter Revenue continues to be collected according to nine (9) parking meter routes. Three (3) of those routes are entirely within PMD #1 (Downtown) – routes 1,2 and 4. Two (2) of the routes are entirely within PMD #2 (Uptown) – routes 3 and 7. Four (4) routes – routes 5,6,8 and 9 - bisect the various PMDs. These four “bisected” routes may also contain parking meters that are not within the boundaries of a designated Parking Meter District (Midway and Barrio Logan areas, for example). Based upon the above information, the Parking Meter District revenues can now be calculated using a percentage based on actual parking meter revenue collected within a PMD.

The Parking Task Force continues it’s support for a Fiscal Year end audit to ensure each PMD receives the appropriate allocation of parking meter revenue generated within it’s district and roll-over amounts are retained.

- Requests from a Parking District to the Street Division which address on-street parking and other improvements should have a higher priority than public requests.

Status: The Task Force agrees that matters of public safety be given the highest priority, with requests from the Mayor and Council given second highest priority. By participating in the Parking & Mobility Task Force, the Parking Meter Districts have developed a positive working relationship with the various departments within the City. The City department representatives attending the Task Force meetings are being utilized as liaisons for the Parking Meter Districts and the Task Force recommends that this process continue.

- Decisions regarding the following on-street parking actions, when they are within and from a Parking District, should be determined by the PS&NS Committee.

1. Removal and installation of parking meters

Status: California Vehicle Code requires an ordinance for installation and removal of parking meter zones. The Task Force does not recommend the pursuit of a change in the California Vehicle Code at this time. The Task Force does support, however, the possibility of having Council consider the entire commercial area within a Parking Meter District as a Parking Meter Zone, with specific streets and meter installations to be later authorized by the City Manager.

2. Establishment of 15 or 30 minute (green curb), and establishment of curb markings (i.e., loading zones, valet parking)

Status: The Task Force is satisfied with the response indicating that the City Manager is currently authorized to establish curb markings and this is an efficient method of providing this service. The Task Force recommends that signage in a Valet Zone be required to list the hours of operation of the Valet Zone, so that, when appropriate, the public may utilize the parking spaces when the Valet Zone is not in use.

3. Installation of diagonal or angled parking, and 1 or 2 hour time limited parking zones.

Status: Traffic Engineering, with the support of the Task Force and the Parking Meter Districts, is seeking to obtain Council approval on a draft resolution amending the current City policy regarding Angled Parking. The goal of such amendment is to authorize the City Manager to install angled parking. There has been no effort to amend the Municipal Code with regard to time limited parking zones, but the Task Force would be supportive of such action.

- The following on-street parking improvement requests, when they are within and from a Parking District, should be appealable to the PS&NS Committee.

1. Parking improvements that are denied by Street Division

Status: It is the understanding of the Parking Task Force that there are “appeal” processes currently in use and achieving adequate results (such as appealing to the appropriate Community Planning Group). At this time, the Task Force does not recommend a formal appeal process through the PS&NS Committee.

2. Parking improvements which don’t obtain a favorable recommendation from a majority (75% *in most cases*) of the adjacent property owners.

Status: It is the understanding of the Parking Task Force that there are “appeal” processes currently in use and achieving adequate results (such as appealing to the appropriate Community Planning Group). At this time, the Task Force does not recommend a formal appeal process through the PS&NS Committee.

3. The replacement of an abandoned curb-cut (i.e., driveway) and the Districts have been unable to obtain approval from the adjacent property owner or tenant.

Status: It is the understanding of the Parking Task Force that there are “appeal” processes currently in use and achieving adequate results (such as appealing to the appropriate Community Planning Group). At this time, the Task Force does not recommend a formal appeal process through the PS&NS Committee.

- The time limit on “green curb” parking should be enforced consistently and coincide with the adjoining business hours of operation.

Status: The Parking Task Force continues to support the further evaluation of extending parking enforcement hours to coincide with business hours of operation (8:00 am to 8:00 pm or 8:00 am to 10:00 pm).

- Parallel parking marks (painted tees or ticks) should be allowable, within a Parking District, to indicate parallel parking without parking meters.

Status: The Parking Task Force understands that painting parking tees or ticks may not result in an increase in parking spaces within the Parking Districts and is satisfied with this response.

- Timing of pedestrian signals should be lengthened if the signal is located within a Parking District that is attempting to improve pedestrian walkability to facilitate the use of on-street parking.

Status: The Parking Task Force has been informed of the timing of pedestrian signals citywide. (Standard 4 feet per second or, in cases with large numbers of children or elderly, 3.5 feet per second). Traffic Engineering has offered to evaluate lengthening the timing of pedestrian signals on a case by case basis, at the request of a Parking Meter District.

- In an area with pedestrian and vehicle conflicts (motorists turn right or left across pedestrian's path) a "Leading Pedestrian Interval" (LPI) signal system should be implemented. The LPI gives pedestrians an advance signal (Walk) prior to motorists receiving a green light, which provides time for pedestrians and persons with disabilities to enter the intersection (crosswalk) prior to the motorist turning.

Status: The Parking Task Force has provided Traffic Engineering with a list of intersections that may benefit from LPI signal systems. The intersections recommended are:

5th and University	5th and Washington	4th and Washington
4th and University	4th and Robinson	6th and University
6th and Robinson	6th and Pennsylvania	Washington and Goldfinch
Washington and Dove	1st and Washington	

Traffic Engineering will evaluate the traffic impacts of the LPI signal on a case by case basis and provide the Task Force with an update.

- The City's 50/50 sidewalk replacement program should be expanded to include commercial areas.

Status: The Task Force understands that the 50/50 sidewalk replacement program does not exclude commercial areas and commercial areas may be evaluated for the program on a case by case basis. For example, should a commercial sidewalk exceed 5 feet in width, the property owner may be eligible to participate in the 50/50 program. The cost of replacing the commercial sidewalk in excess of 5 feet would fall to the property owner. The Task Force would support an expansion of the program to allow eligibility for 10 feet of sidewalk in a commercial area.

- Establish a policy which allows for the installation of parking meters within mixed use areas, if a majority of the ground floor is dedicated to commercial uses.

Status: Based upon the response from the City Manager and the current Council Policy, the Task Force understands that parking meters may be installed within mixed use areas.

- The City and the Parking Districts should prepare a public relations brochure that outlines on-street parking information for businesses. The brochure would include information on procedures, the process and installation of painted curbs, time limited parking, diagonal parking, meters and curb replacements.

Status: The Parking Task Force has communicated this information to each of the Parking Meter Districts through its monthly Task Force meetings. All appropriate departments and contact information will be placed on the Parking Meter District web site for ease of accessibility for businesses. The Task Force will develop a basic informational brochure to be distributed to BIDs and other affected organizations.

- The City and the Parking Districts should prepare a “Parking 101” pamphlet which would educate drivers on the purpose for on-street parking and remind them of on-street parking regulations.

Status: The Task Force in partnership with Parking Meter Districts, Economic Development Division, Traffic Engineering Division, and Street Division has a “Parking 101” brochure in development. The text of the brochure is complete and bids for the design are in progress.

- Long vehicles (trucks and SUV’s) that use diagonal parking sometimes extend into the traffic lanes. Perhaps dashed lines could be painted at the rear of the spaces.

Status: The Task Force has been informed that the City will install a solid line behind angled parking when there is a designated bike route on the street and on a case by case basis, upon request.

Observations:

- City vehicles have been parking at meters and not observing posted time limits.

Status: The Task Force understands that City E-plated vehicles are exempt from meter and time limit restrictions. The position has been that City E-plated vehicles find it necessary to travel to meetings or drop off documents at locations where there is a shortage of City employee parking. While we continue to support allowing City E-plated vehicles to park at a metered space at no cost, we would like to ask that all City E-plated vehicles be required to respect the parking meter and green curb time limits. Time limits are initiated in order to encourage turn over of parking spaces. Green curbs are generally time-limited parking spaces in front of a commercial area. A green curb is meant to provide easily accessible parking spaces for customers of a business.

There is also a concern about the public perception of a City E-plated vehicle parked at an “expired” parking meter. A Pre-Paid or City Vehicle parking card may be an appropriate response to this concern. The Task Force recommends the investigation of a city-wide program to utilize an independently tracked parking card for city employees.

Recommendations (2002)

- The Parking Task Force continues it's support for a Fiscal Year end audit to ensure each PMD receives the appropriate allocation of parking meter revenue generated within it's district and roll-over amounts are retained.
- Further evaluation of signage in a Valet Zone to require a list of the hours of operation of the Valet Zone, so that, when appropriate, the public may utilize the parking spaces when the Valet Zone is not in use.
- Further evaluation of extending parking meter and enforcement hours to coincide with business hours of operation (8:00 am to 8:00 pm or 8:00 am to 10:00 pm) is recommended.
- Further evaluation of the 50/50 sidewalk program to allow eligibility for 10 feet of sidewalk in a commercial area.
- Further evaluation of a vendor incentive program for the Pre-Paid Parking Meter cards.
- Consider enforcing time limit restrictions for E-plated vehicles in meter and green zones.
- Further evaluation of a City-employee Parking Meter Card Program.
- Consider changes to the "Installation or Removal of Time Limit Parking Zones and Parking Meter Zones" Policy (200-04) to allow for Council approval of a general Parking Meter Zone in commercial areas of a Parking Meter District, with specific authorization for the installation of individual meters provided by the City Manager.